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COOL SHOT



RACING CATCH UP



TEAM OF THE MONTH

Team France



HALL OF FAME

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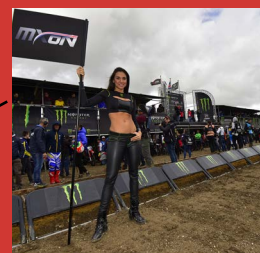
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MONSTER  
GIRLS

## MXGP MAG:

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MXGP Mag #50 November 2017

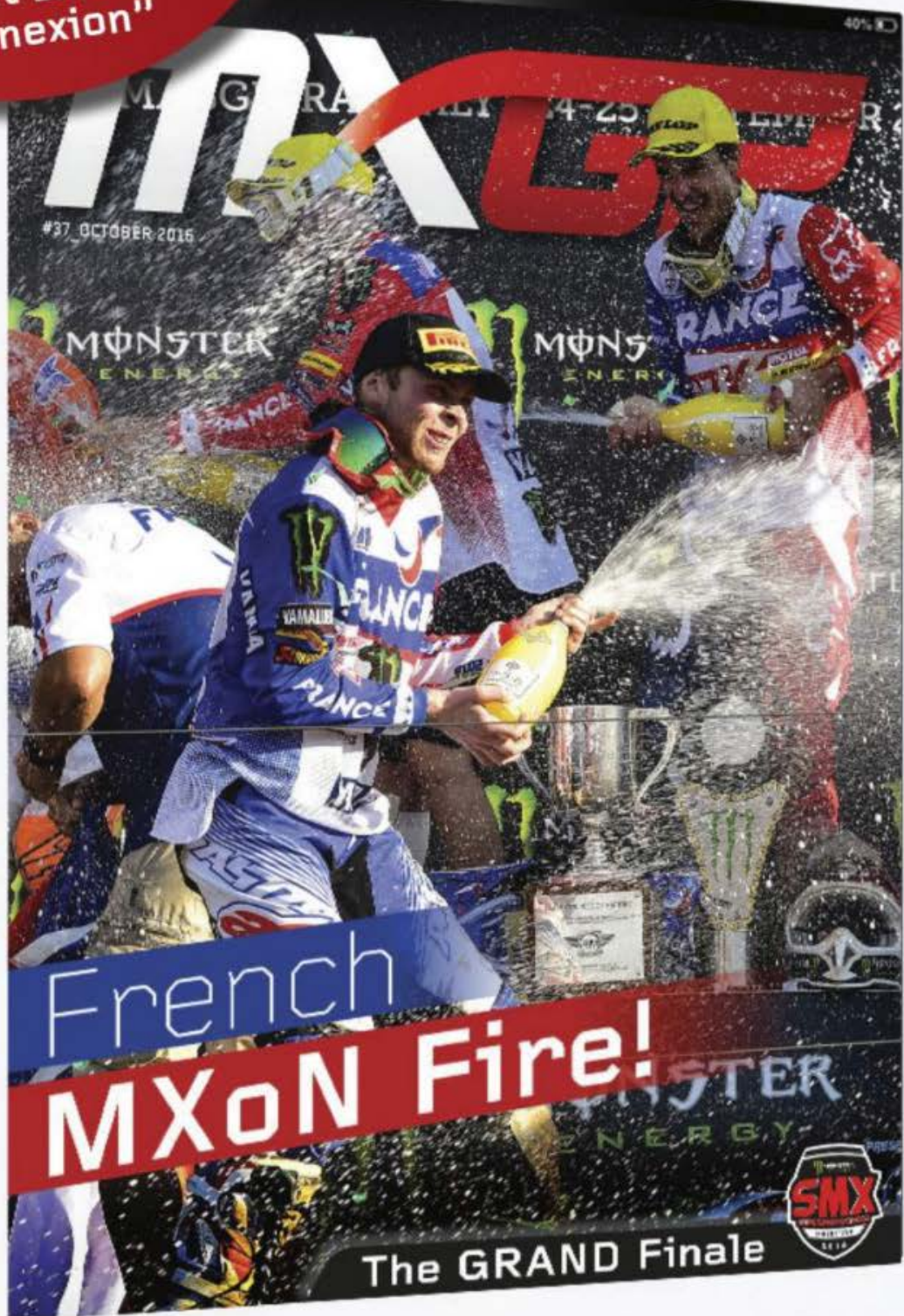
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# EDITORIAL



**Giuseppe Luongo**  
**President of Youthstream Group**

Youthstream congratulates Team France for their well-deserved victory at the 2017 Monster Energy FIM Motocross of Nations presented by Fiat Professional, and a special tribute goes to Max Anstie for his individual performance on home soil, simply fantastic racing. The races at the MXoN at Matterly Basin were phenomenal, and the crowd was sensational despite the lousy weather.

With the MXoN behind us, the 2017 season has come to an end and we are already busy working on the next season, and one of the first things to do is finalizing the calendar, which has only recently been officially published. The 2018 FIM Motocross World Championship calendar is

possibly the best in the history of Motocross; for the first time, there will be 20 events starting on the first weekend of March and ending the last weekend of September. The calendar is proof of MXGP's good health because requests of organizing an MXGP event are increasing each year and the quality of the organization is also steadily improving. Composing the calendar is a very complex job as it must respect the will of all the stakeholders, and at times some good organizers get rejected just because the requests are more than the number of events that can be organized. For 2018, however, an excellent balance has been found with regards to the quality of tracks, the variety of the tracks, the quality of organization, the travel

organization, and naturally the public interest and media coverage.

The Championship will be kicked-off in Argentina, which is now appreciated by everyone as one of the best organizations and circuits on the calendar, and at the beginning of March we can expect to have good weather and the Patagonian landscape is astonishing. After the hop over the Atlantic MXGP will return to Europe to the historical track of Valkenswaard in the Netherlands, then for the first time MXGP will visit RedSand in Spain; RedSand is passionate about Motocross and have professional experience in organizing MX training camps since several years, and nearly all MXGP's top riders know the location as they often go there

DATE	GRAND PRIX	VENUE	ADDITIONAL RACES
4 March	 ARGENTINA	Neuquen	
18 March	 EUROPE (NL)	Valkenswaard	EMX125, EMX300
25 March	 LA COMUNITAT VALENCIANA (ESP)	Redsand	EMX250, EMX300
8 April	 TRENTINO (I)	Pietramurata	EMX125, Women
15 April	 PORTUGAL	Agueda	EMX250, Women
1 May	 RUSSIA	Orlyonok	EMX250, EMX300
13 May	 LATVIA	Kegums	EMX125, EMX250
20 May	 GERMANY	Teutschenthal	EMX125, Women
3 June	 GREAT BRITAIN	Matterley Basin	EMX250, EMX300, Veteran
10 June	 FRANCE	St Jean d'Angély	EMX125, EMX250
17 June	 ITALY	TBA	EMX250, Women
1 July	 INDONESIA	Pangkal Pinang	
8 July	 ASIA (INDONESIA)	Semarang	
22 July	 CZECH REPUBLIC	Loket	EMX65, EMX85, EMX300
5 August	 BELGIUM	Lommel	EMX125, EMX250
12 August	 SWEDEN	Uddevalla	EMX125, EMX250
19 August	 SWITZERLAND	Frauenfeld/Gachnang	EMX125, EMX250
2 September	 TURKEY	Afyon	
16 September	 THE NETHERLANDS	Assen	EMX125, EMX250, WOMEN
30 September	 IMOLA (I)	Imola	YAMAHA 125, EMX300, WOMEN
7 October	 MONSTER ENERGY FIM MOTOCROSS OF NATIONS – USA - Red Bud		

for practising. MXGP will then move on to the beautiful scenery of Trentino where we saw Cairoli put on a superb performance last year. Portugal will be the next country to host MXGP before travelling to Orlyonok in Russia which, despite the challenging weather conditions last year, put on an extraordinary event; and this year will be even more special as the event will be held on the 1st of May which is an important holiday for Russia and there will be special celebrations at the MXGP. Then there is a run of more well-known circuits: Kegums (Latvia), Teutschenthal (Germany), Matterley Basin (Great Britain), St Jean d'Angély (France) and then Italy to a location which is still to be announced. July will start off

with two back-to-back rounds in Indonesia; Pankal Pinang and Semarang, the Indonesian motorcycle market is one of the strongest in the world, and therefore there's huge interest from manufacturers and industries, and local fans just love having MXGP come to their country. MXGP's next stops will be at the traditional circuits of Czech Republic, Belgium, Sweden and Switzerland, before moving on to Turkey in Afyon who will host MXGP for the next 3 years. Then the grand finale will be on 2 modern tracks at the famous racing circuits of Assen in the Netherlands and Imola in Italy.

Once again the 2018 Motocross World Championship will be unpredictable and extremely competitive thanks to

the high quality of riders, the quality of the organization, the professionalism of the teams and industry, and the quality and diversity of all the race tracks - you will see there is not one similar track on this calendar; the types of soil, the designs, the technical aspects and the climates will make each track unique, and this helps the riders develop their skills to be able to be competitive on any type of track and with any kind of weather condition.

Then, as every year, the cherry on the tart will be the Monster Energy FIM Motocross of Nations at the popular track of Red Bud in USA - could we possibly witness the return of Team USA to the highest step of the podium after a long break?



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# FOX HOLESHOT

## Austria 3 – France 4

The 71st edition of the Monster Energy FIM Motocross of Nations presented by Fiat Professional took place at Matterley Basin and as always, the season finale brought down the curtain, thus ending the official MXGP season. However, whilst there was the small matter of who would win the 2017 Chamberlain Trophy, also up for grabs were the final three FOX Holeshot awards of the year. How did it all pan out? Well, let's just say it was a great day for Austria!

### Race 1 – MXGP + MX2

With the new addition of the

'drop-in' start and of course a drizzle of overnight rain, getting a good start was always going to be a crucial factor around the Hampshire hillside circuit. The good news is that the start and first turn at 'The Basin' have always been relatively fair and in the first moto – MXGP + MX2 – it was the Red Bull KTM of Glenn Coldenhoff who snatched the first €1000 FOX cheque of the day, narrowly edging out Max Anstie's Husqvarna. The Brit had the last laugh though, passing the Dutch rider before they hit turn two and disappearing off into the distance for the win. In the

greater scheme of things, 'The Hoff's' holey was his third of the 2017 season.

### Race 2 – MX2 + Open

This time it was Coldenhoff's Red Bull KTM teammate that bagged the FOX loot; nope, not Antonio Cairoli, the 2017 FOX Holeshot winner with 15 holey's of the season, but the other teammate, the one from next door in the MX2 side of the awning! That's right, you guessed it; it was Jeffrey Herlings! So far, a good day then for The Netherlands, and what's more The Bullet turned his €1000 into a good luck charm as he

## FOX HOLESHOT AWARD



GLENN COLDENHOFF



JEFFREY HERLINGS



MAX ANSTIE





also went on to win the race, despite crashing and handing the lead briefly to Romain Febvre of France. After picking up a FOX Holeshot black plate at the final round of MXGP at Villars sous Ecot, Herlings clearly had a taste for getting out front early, a sure sign that he may have finally got the set-up he was looking for.

#### Race 3 – MXGP + Open

The final moto of the day, and all the big guns were out on track for the race that ultimately would decide the outcome of the 71st MXoN, and after narrowly missing out in Race 1 to Glenn Coldenhoff, Max Anstie was not about to be denied for a second time. The Brit was on fire at The Basin and the Rockstar Energy Husqvarna rider powered through the first turn two bike lengths

clear of the rest of the field to bag some serious shoe money for 'the missus' – even better was the fact that despite a fall whilst leading, he picked himself up and regained the lead to bring home the win and another vital point for Team GB. Whilst his teammates Dean Wilson and Tommy Searle did their bit, those two wins from Anstie almost certainly helped Team GB on to the third step of the podium for the first time in 20 years. The Netherlands placed second for the second successive year, edging out the Brit's by a single point.

However, whilst it was a great day for Team GB and Team NL, Team Austria picked up all three FOX Holeshot awards but even that wasn't good enough to take the win because for the fourth consecutive year Team

France lifted the Chamberlain Trophy. Gautier Paulin, Romain Febvre and Christophe Charlier's victory under the guidance of Pascal Finot will ensure that the numbers one, two and three will head to the USA fixed to the bikes of Team France for MXoN #72 in 2018 where they will hope to make it five wins on the bounce.

#### Race 1

Glenn Coldenhoff – Red Bull KTM, Team The Netherlands

#### Race 2

Jeffrey Herlings – Red Bull KTM, Team The Netherlands

#### Race 3

Max Anstie – Rockstar Energy Husqvarna, Team Great Britain





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# B

**BACK WITH  
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The Motocross of Nations is undoubtedly the biggest motocross race of the year every single year. This of course brings pressure to fulfill the dreams of the tens of thousands of fans in attendance and this year the hype was even bigger as the Monster Energy Motocross of Nations presented by Fiat Professional returned to the infamous Matterly Basin circuit.

The last time that the premier race took to the grassy hills of Matterly Basin was in 2006 when the Americans of James Stewart, Ryan Villopoto and Ivan Tedesco took the Chamberlain Trophy. The event that puts the riders second and the team first is one of a kind in motocross and always leads to great racing with 2017 as no exception. For those lucky enough to be in attendance likely still have the sounds of chainsaws, cheering, yelling, and of course dirt bikes ringing in the ears.

This year the Friday before racing

played a much bigger role in the event first with the annual MXGP Awards. The awards ceremony was held on the Podium at the Skybox and it was hosted by MXGP-TV presenters Paul Malin and Lisa Leyland but it was Youthstream's president Mr. Giuseppe Luongo and FIM president Mr. Vito Ippolito who were on hand to present the awards to the 2017 FIM Motocross World Champions Antonio Cairoli and Pauls Jonass, in addition to the industry award winners.

The European champions were then awarded by FIM Europe president Dr. Wolfgang Srb and Mr. Giuseppe Luongo; in EMX65 was Mads Fredsoe Sorensen, in the EMX125 championship presented by FMF Racing was Brian Strubhart Moreau, in the Honda 150 was Andrea Adamo, in the EMX250 was Morgan Lesiardo, and in the EMX300 championship presented by FMF Racing was Brad Anderson.

Returning to the stage Mr. Vito Ippolito and Mr. Luongo continued to present the awards to the FIM Junior, WMX and VMX World Champions, Ivano van Erp, Eddie Wade, Gianluca Facchetti, Kiara Fontanesi and Martin Zarava.

The journalist weren't left out either as SEL CEO Mr. Pier Carlo Bottero awarded the Journalist of the year, Frank Van Hoydonck, Photographer of the year, Takuro Nagami, and the best digital platform, OTOR (On Track Off Road) accepted by Adam Wheeler. All of them received a travelling voucher for the 2018 season.

Then Mr. Luongo awarded the MX2 Rookie, Jorge Prado Garcia, with the Jan de Groot award, an award that honors the most promising young talent, and Youthstream also donated €10,000 to the Wings for Life as every year.

Tag Heuer awarded Red Bull KTM Factory Racing's Jeffrey Her-





lings and Team Suzuki World MX2's Jeremy Seewer each a new Tag Heuer watch as the winners of the season's Tag Heuer Fastest Lap Competition, 9 times for Herlings and 6 times for Seewer.

Afterwards Fox Head Global Regions Executive Vice President Matthieu Bazil and Ricky Carmichael also joined Mr. Luongo on stage to award Antonio Cairoli and Jorge Prado with cheques as the winners of the Fox Holeshoot competition, as Cairoli took 15 and Prado 14.

After the awards ceremony the Friday evening was capped off by the teams presentation where each of the 38 teams hopped in the back of Fiat Professional Fullback's and where driven through the sea of fans giving them their first chance to experience the amazing atmosphere where the crowd came to life with their air horns, chainsaws, noise makers, smoke sticks, and flags waving.

When the races started on Sunday the fans were tenfold anything

prior setting a new bar for Motocross of Nations to come. Coming into the weekend Team France were the 3-time defending champs and the Netherlands were a favorite as they only lost out in 2016 by one point and this year they had a more experienced Jeffrey Herlings.

As the gate dropped for race one Glenn Coldenhoff took the fox holeshot for The Netherlands but the hometown hero of Anstie was right there and took the lead for Great Britain. Behind Coldenhoff was Gautier Paulin from France, who took over second when Coldenhoff made mistake over a jump. At the end of race 1 Anstie won ahead of a hard charging Tim Gajser riding for Slovenia and Gautier Paulin.

Prior to race 2 staring France was already in the lead of the nations classification ahead of the Netherlands as team Great Britain's Tommy Searle had bike issues in race 1. Race 2 was the Open and MX2 categories and the Netherlands and France were

again strong with Herlings leading and Febvre in second. Herlings crashed on the same jump which his teammate, Coldenhoff, made a mistake but the "Bullet" shot back to the front of the field with a pass on Febvre. Herlings won the race ahead of Febvre and American Zach Osborne.

The final race would decide it all and the 3-times defending champs of France still led the way over the Netherlands. Anstie took the final holeshot but Febvre was right with him. Anstie later made a mistake on the same jump as Coldenhoff and Herlings did prior handing the lead over to Febvre. While Anstie rebounded and fought back to the lead Herlings did his best passing Febvre as well, but it would be a little too late as Anstie won ahead of Herlings and Febvre. When the scores were tallied it was clear that France was the victor with 10 point less than the Netherlands, who would again have to settle for 2nd while the home team, Great Britain, returned to the podium for the first time in 20 years!









# 2017 Monster Energy FIM Motocross of Nations Presented by FIAT Professional

## Standings

### NATIONS CLASSIFICATION

1. France , 20 points
2. The Netherlands , 31 p.
3. GB, 32 p.
4. Belgium, 53 p.
5. Switzeland, 56 p.
6. Australia, 58 p.
7. Italia, 64 p..
8. Estonia, 84 p
9. USA, 85 p
10. Sweden, 87 p.



### MXGP CLASSIFICATION

- |                |                  |
|----------------|------------------|
| 1. Anstie      | <b>2</b> points  |
| 2. Gajser      | <b>7</b> points  |
| 3. Paulin      | <b>9</b> points  |
| 4. VanHorebeek | <b>11</b> points |
| 5. Tonus       | <b>15</b> points |
| 6. Cairoli     | <b>18</b> points |
| 7. Bobryshev   | <b>18</b> points |

### MX2 CLASSIFICATION

- |             |                  |
|-------------|------------------|
| 1. Lawrence | <b>12</b> points |
| 2. Osborne  | <b>13</b> points |
| 3. Olsen    | <b>19</b> points |
| 4. Charlier | <b>20</b> points |
| 5. Bogers   | <b>21</b> points |
| 6. Ostlund  | <b>34</b> points |
| 7. Guillod  | <b>36</b> points |

### OPEN CLASSIFICATION

- |             |                  |
|-------------|------------------|
| 1. Herlings | <b>3</b> points  |
| 2. Febvre   | <b>5</b> points  |
| 3. Wilson   | <b>15</b> points |
| 4. Lupino   | <b>22</b> points |
| 5. Seewer   | <b>23</b> points |
| 6. Gibbs    | <b>24</b> points |
| 7. Strijbos | <b>25</b> points |

## 2017 End of Season Numbers

### MXGP-TV.com

2,534,013 views

973,156 users

### MXGP.com

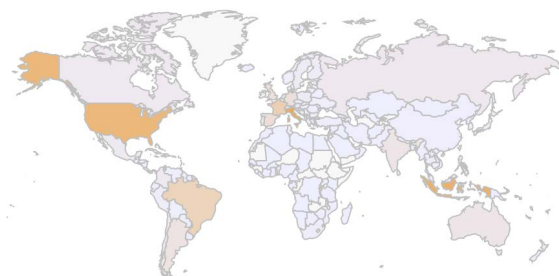
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Photo: R. Schedl





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Billetterie



# Supercross de Paris







While it is offseason for the MXGP World Championship, that doesn't mean that racing stops. In fact, one of Europe's most historic and biggest supercross race is fast approaching. The **Supercross de Paris** is set to race this November 18 and 19 and its history goes back 33 years to March 1984 in the Palais Omnisports of Paris Bercy.

Bercy Supercross is a name many of us know well, as the event was a large success from its very beginning when the Americans of Johnny O'mara and David Bailey invaded Paris with wins. Bailey became the first King of Bercy, while the year after

O'mara took the crown.

For the first thirty years the supercross was hosted in Bercy and while the last few years racing was held at Stade Pierre Mauroy in Lille, this year the competition returns to the heart of Paris, in the city's business district, where a brand new venue has been constructed and it will host the 2017 edition of **Supercross de Paris**.

The recently opened stadium U-Arena was first visited by the French rider Nico Aubin and former Supercross champion and now team manager Josse Sallefranque as a possibility to host the **Supercross**

**de Paris**. After the first inspection it was confirmed that the modern stadium was the perfect scenario to have a real American style super-cross track with a larger floor space, double the size of Lille and triple the one of Bercy.

The motto of the 2017 **Supercross de Paris** is 100% Supercross, 100% Freestyle and 200% show, which is exactly what is continually provided no matter the venue for the event. Since the beginning one of the coolest aspects of the weekend in Paris is the show itself, where the racers are treated like superstars and the fans love it!



This year the event will not only be in a bigger, newer and better location, but it will again host the most talented supercross and motocross riders in the world. Starting with the French hero Marvin Musquin, who goes to Paris as the 2017 American Moto-cross Championship runner up and 2017 Monster Energy Cup winner. Together with the Red Bull KTM Factory racing rider there will be other talented French riders such as Dylan Ferrandis and Maxime Desprey just to name a few.

Aside from the French, the Americans of Cole Seely, Zach Osborne and Chris-

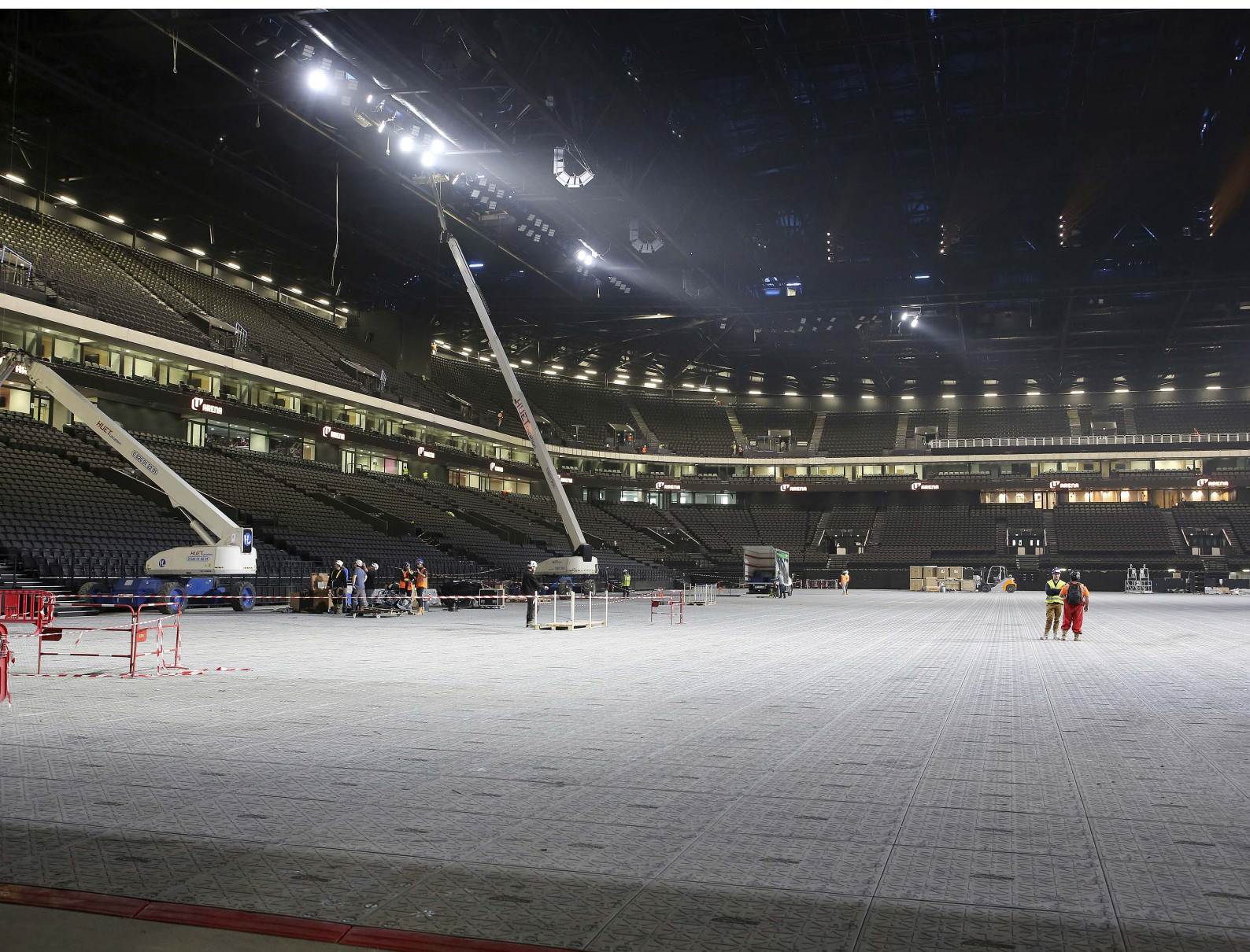
tian Craig, plus Great Britain's Dean Wilson are all on the roster. While Seely had a challenging Motocross of Nations, the HRC rider had a strong motocross season in America finishing 5th in the 450cc standings. Meanwhile, Zach Osborne took both 250cc Supercross and Motocross titles in America during 2017 and will look to challenge the best Europe has to offer. For Christian Craig his year was decent with 11th in the US motocross championship but nevertheless he is always fast and capable of a podium. Dean Wilson's 2017 has gone well so far with 4th in the American motocross champi-on-

ship and he most recently reached the podium of the Motocross of Nations with teammates Max Anstie and Tommy Searle.

The great racing will be topped off by freestyle performances from some of the best FMX riders in the world such as Jackson "Jacko" Strong, Josh Sheehan, David Rinaldo, and Edgar Torronteras.

The 18th and 19th of November are marked on our calendar for the not to miss event in Paris, what about yours?

You can get your tickets here <http://www.supercrossparis.com/billetterie>





TEAM OF THE MONTH



# French Domination



# MONSTER ENERGY

2017  
MONSTER ENERGY  
MOTOCROSS OF NATIONS



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Team France has won the last 4 editions of the Motocross of Nations in a row in dominant fashion, and after claiming their 4th, the 2017 edition of the Monster Energy FIM Motocross of Nations Presented by Fiat Professional, they rightfully take the September cover as the MXGP Mag Team of the Month.

When the 2017 Monster Energy FIM Motocross of Nations Presented by Fiat Professional stage was set at the grassy hills of Matterly Basin over 38 nation's teams arrived but all eyes were on the 3-times defending champions of France, 2016 runner up team Netherlands and the home country heroes of Great Britain.

2017 Team France was made up by the Team Captain and MXGP class rider, Gautier Paulin, MX2 rider Christophe Charlier, and Open rider, Ro-

main Febvre. While both Paulin and Febvre have experienced racing in the Motocross of Nations, nine times for Paulin, for the young Christophe Charlier it was all new.

Charlier was not only new to the Motocross of Nations, he was also new to the team as the MX2 rider was originally slated to be Dylan Ferrandis with Benoit Paturel as a replacement, but when both riders where injured Christophe got the call. While Charlier used to race motocross, his professional focus had shifted to off road and enduro racing, making the transition even more difficult. The MXoN call from the French Federation wasn't the first either, as Charlier was a fill in on the winning 2017 ISDE 6-Day Enduro team for France.

When the racing started the French knew that consistency

was key to their success as only one result of the six combined is dropped from the overall standings. In race one of three, MXGP and MX2, Gautier Paulin and Christophe Charlier were up. Paulin's MXGP prowess and experience showed when he took third position after a good start and a battle for second with Tim Gajser, but for Charlier it was a struggle and as he tried to adapt, he would only finish a frustrating 14th.

Shortly after the first race Charlier was again back on the starting gate alongside Romain Febvre for Race 2, MX2 and Open. The experienced Romain Febvre provided a strong finish for the French with a second place after battling with Jeffrey Herlings, but it was Charlier who was the question mark, and answer the question he did, he charged to a breakthrough 6th place finish.









As the last race of the 2017 Monster Energy Motocross of Nations Presented by Fiat Professional lined up to the starting gate, Team France held the lead, even with a 14th in race one. Race 3, MXGP and Open, would give the two veterans of Febvre and Paulin the chance to clench France's 4th successive Chamberlain trophy. The pair did not disappoint when they brought home 3rd and 6th place. The combined scores minus the 14th brought the team total to an impressive 20, 11 less than the nearest competitor, the Netherlands.

So what makes team France so successful these last years and what is it that they do differently than the other teams? It started in 2010 when the French Federation (FFM) took a hard look at how they organized the team, and following the 2010 Motocross of Nations in Lakewood, Colorado, several decisions were made. Perhaps the most important was that the

federation wanted the team to be organized like a professional factory team. What this meant is that they didn't want their riders to be disconnected from each other, working in separate areas of the paddock, and only within their tradition, individual, teams.

It was decided that the manager's role should no longer be so broad where they would have to coordinate everything with the riders coming from different teams. This led to more staff and real organization, first a Technical Director of the Federation, then a manager, an assistant manager, a doctor, a physiologist, a chef with assistants, and so on.

The French team not only has three riders but they have a real team with a spot in the paddock where the riders and team members meet, eat, share time and work together with the common goal of winning the Chamberlain Trophy.

For the past several years the team also hosts a "summer camp" where the riders meet on the Monday prior to the event to spend time together while many other teams just meet on the Friday prior the event. The goal, even though they are individual athletes, is to create a team spirit and develop the pride of representing their nation, not just themselves.


Since the restructuring of the team the results are clear winning the Monster Energy Motocross of Nations in Latvia in 2014 then backing it up with wins in 2015 at Ernée, France, 2016 in Maggiora, Italy, and now Matterley Basin in the UK.

The French team continues to impress and it is no wonder why after all the work that they put towards winning. One thing is clear and that is that the French are the dominant team when it comes the Motocross of Nations.



The Pirelli logo, consisting of the word "PIRELLI" in a bold, red, sans-serif font, is centered within a bright yellow rectangular background.

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A black and white photograph of a three-tiered podium, viewed from a low angle looking up. The podium is made of dark, textured blocks, possibly stone or concrete, and is set against a dark, gradient background.

66 podium wins in the MX Championship prove we build winning tires. The Pirelli Scorpion™ range is no exception. Six tread patterns and compounds, built to dominate in all conditions. It's the choice for professionals and amateurs alike who want podium performance out of every ride.

FOLLOW PIRELLI MOTO:

The logo for the MX66 times world champion Scorpion MX. It features the text "MX66" in a large, stylized, red font with a black outline. Below it, "times" is written in a smaller, red font, and "world champion" is written in a smaller, black font. At the bottom, "SCORPION" is written in a bold, black font, followed by "MX" in a smaller, black font.



# TWITTER, FACEBOOK

## IN THE WORLD OF #MXGP

**@AndyMckinstry84**

No Motocross for 5 months  
#mxgp

**@StandingRacing**

@valentinguillod will ride for the Standing Construct KTM team in 2018 Looking forward to some great scrubs again. #KTM #MXGP

**@StuartCMx**

Crowd was insane at Matterley Basin for the MxON 2017 #stuartcmx #mxgp #TeamGB

**@JeyCrunch**

Congrats @gautierpaulin and Team France for this 4th win in a row #mxgp #mxon

**@Isaleylantv**

My live TV crew...Thank you for making my job during the live broadcasts that much easier! #MXGP #MXoN #DreamTeam #2017 #mxgp

**@GateDropMx**

So, no US GP next year but two in Indonesia and one in Spain. MXoN will be at Red Bud, final GP at Imola and a Chinese GP in 2019! #mxgp €

**@Rockstar\_Racing**

The JM Racing team will continue as the official #RockstarHusky MX2 squad in the FIM @mxgp World Championship for two more years #Husky1903

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The 52 mins Behind the Gate Season review from one of the most unpredictable seasons of the Motocross World Championship History is online. Watch it HERE below:





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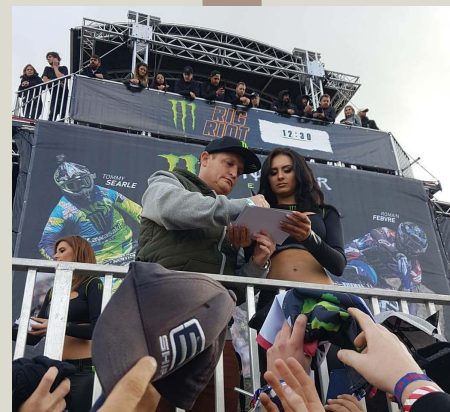
**@antoniocairol**

What a fantastic experience!!  
Thanks @ktmfactoryracing  
#gofastaeatpasta #tc222mo-  
togp



**@brugolova:**

Teatime in #Matterly-  
Basin #mxon #mxon17  
#motocross #mx #effetti-  
racing #enjoy #meh



**@thomhaas:**

The G.O.A.T. made his fans  
happy last weekend at  
#mxon17 @rickycarmichael  
#thanks #thegoat



**@bobzyy:**

Watching some practice  
sessions with the team at  
MXON! #mxon17 #mxon  
#motocross #mxgp #mx2



**@taku\_nagami:**

This is what makes the  
MXoN so special! See you  
all next year at Red Bud  
#MXoN17 #MXGP @mxon17

IN THE WORLD OF #MXGP























# Ricky Carmichael

## 'The GOAT'

Ricky Carmichael has been one of the main US riders in the history of our sport, and remains today as the 'Greatest Of All Time' athlete thanks to his impressive domination on the US scene during a decade. Winning championships every year from 1997 to 2006, Ricky won as well aboard two stroke and four stroke bikes, but also on different brands as he successfully obtained victories with Kawasaki, Honda and Suzuki!

Born in Florida on November 27, 1979, Ricky Carmichael started successfully his career in the amateur ranks, where he won no less than 67 titles including nine wins at Loretta Lynn! With such results, he was picked up by a factory team for his first season as a Pro racer and entered the first Supercross of his career in 1997 on a Pro Circuit Kawasaki. He won several main events, but missed consistency and ended his first Supercross series on the box with a third overall. A few months later, he claimed his first Pro title when he beat Steve Lamson in the Motocross National championship. The following season was a per-

fect one as he won the 125cc Supercross (East Coast) and Motocross National titles. He jumped to the 250cc class for Supercross in 1999, and once more his learning season in a new class was a mix of strong results and crashes. Only 16th in the overall standings, he was more successful in motocross that year, as he won his third consecutive title in the 125cc class.

Moving definitively in the 250cc class in 2000, he was much more consistent in Supercross. Carmichael won his first main event in Daytona and obtained a couple of top five results. Race after race he got used to his new bike and when it came the time for the outdoors series, he was able to dominate the National Motocross championship to collect his fifth US title. He was definitively ready for some incredible seasons, and he started by winning both Supercross and Motocross titles during the following three seasons!

In 2002 he switched from Kawasaki to Honda and he had the same success thanks to his strong fitness and preparation. His ca-

reer in red didn't start in the best way as he didn't score any points in the first Supercross round, but thanks to eleven wins he kept the Supercross title. In the Motocross National championship he became the first rider to win all the motos (24), an achievement he would repeat in 2004 and 2005!

In 2003 he won once again both titles, but a knee injury forced him to skip the 2004 Supercross championship. When he went back racing he was ready to collect another Motocross title, his last one with Honda as he moved to Suzuki in 2005. It was another perfect season, as he first regained his Supercross title, then he had a perfect season in the outdoors championship and ended the year winning the Motocross of Nations with team USA. It was his second win at the Nations, the first one was in 2000; in fact the MXoN was and still is an event he loves and he has never missed it as a rider even if he had long seasons in the US.

In 2006 Ricky campaigned the season for the first time on a four





stroke bike, an RMZ Suzuki; it was one of the most exciting seasons for the fans, as Ricky Carmichael, Chad Reed and James Stewart shared the Supercross wins to come to the last round of the season with five points difference from each other. Ricky finally won the title, and added a fifteenth title to his scoreboard when he won the Motocross championship.

The 2006 season didn't end so well for him as he crashed heavily during the final round at Glen Helen and damaged his shoulder. However, in 2005 he had already announced his retirement from full time racing and he would only race selected events in 2007. Once again he got incredible results, as he won every race he entered: three supercross races and six outdoors events! His last race was the 2007 Motocross of Nations in Budds Creek and he won it with team USA to end his career on a high note in what was one of his favourite events.

To resume RC career on a few pages is impossible! The stats will retain that he won 15 Pro US championships, he obtained three

victories with Team USA at the Motocross of Nations, won three times the X Games (from 2007 to 2009), obtained a total of 162 Pro victories (including 60 SX wins) and he was elected AMA Athlete of the year five times. He was a hard worker, a fierce competitor on the track but he was also very humble outside

the track. Besides, he had and still has fans all-over the world. After switching for several years to car racing, he came back to his favourite sport as a teacher through his riding school and remains one of the best ambassadors of Motocross.

Text and Photos: Pascal Haudiquert

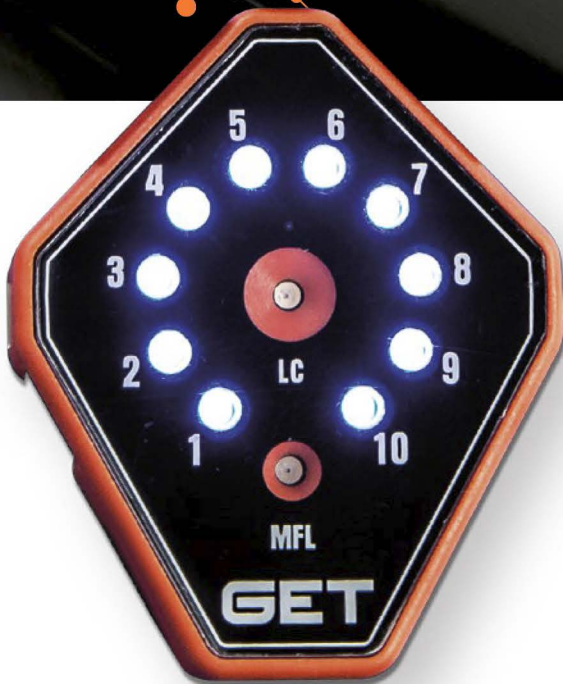
- 1997: 3rd in the US 125 Supercross Championship (East Coast)**  
**US 125 Motocross Champion**
- 1998: US 125 Supercross Champion (East Coast)**  
**US 125 Motocross Champion**
- 1999: US 125 Motocross Champion**
- 16th in the US 250 Supercross Championship**
- 2000: US 250 Motocross Champion**  
**5th in the US 250 Supercross Championship**  
**Member of the US Team winner of the MX of Nations**
- 2001: US 250 Supercross Champion**  
**US 250 Motocross Champion**
- 2002: US 250 Supercross Champion**  
**US 250 Motocross Champion**
- 2003: US 250 Supercross Champion**  
**US 250 Motocross Champion**
- 2004: US 250 Motocross Champion**
- 2005: US 250 Supercross Champion**  
**US 250 Motocross Champion**  
**Member of the US Team winner of the MX of Nations**
- 2006: US Supercross Champion**  
**US Motocross Champion**
- 2007: 8th in the US Supercross Championship**  
**6th in the US Motocross Championship**  
**Member of the US Team winner of the MX of Nations**



# LC-GPA NEW GET LAUNCH & CONTROL SYSTEM



PH: Luca Armellini



## LC-GPA

Developed together with the top MXGP Teams, LC-GPA combines the GPA Technology with an extremely efficient Launch Control System. Thanks to its 10 LEDs, the new LC-GPA will guide you towards the right RPM range to get the best start and also, to set the desired power control level under all ground conditions.

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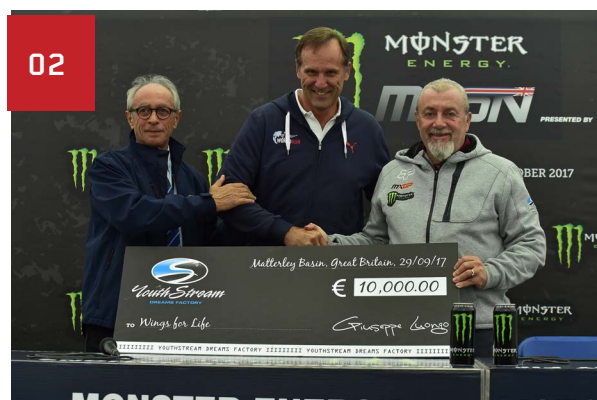
- High-end **LAUNCH CONTROL** strategy
- Realtime **GPA** Level Setting
- Shift **light** and overheat **alarms**





## Paddock Talks

- 01/**The 2017 Champions at the MXGP Awards!
- 02/**Youthstream proudly donates 10,000 Euro to Wings for Life.
- 03/**Broc Glover and his well earned lifetime career award!
- 04/**Tag Heuer watches go perfect together with the Chamberlain Trophy!
- 05/**Airoh Helmets keeping our flag Marshals safe.
- 06/**Fiat Professional and the Full-back stepping up again as presenting sponsor of the Motocross of Nations!





07



06



08



## Paddock Talks

**07/**The new BMX Style start added to the Matterley Basin Circuit.

**08/**The Monster Energy rig is always the preferred place for the fans.

**09/**Youthstream, the FIM, and the organizers for the 2018 MXoN at Red Bud and the MXGP of China in 2019!

**10/**Legends Ricky Carmichael and Paul Malin before their parade lap! shows his vision for this year track!

09



10



10







# Håkan Andersson

## 1973 Yamaha YZ637

Håkan Andersson is a Swedish motocross legend and in 1973 became Yamaha's first ever motocross world champion. Not only that but he did it on the first bike to feature a single shock absorber or Mono-shock. His factory 250cc Yamaha YZ637 will go down in history as the first ever 'long-travel suspension' bike and a bike that changed the sport of motocross forever. Everything that we race today, is derived from Andersson's championship winning Yamaha, so let's take a closer look at the Yamaha YZ637 that made history in Finland in 1973.

Håkan Andersson signed to race Yamaha machinery at the end of the 1971 world championship season after having placed second overall in the

final standings for Husqvarna behind Joel Robert. At the same time, Yamaha had enlisted the services of newly-retired four-time champ Torsten Hallman as a development rider in the hope that the Japanese firm, who were new to the world championship, could get some kind of head start in the toughest series in the world.

Andersson and Yamaha's debut season was a good one but it wasn't quite the win that everybody had hoped for and Andersson again placed second behind Joel Robert, who was world champion for his sixth and final time. As the newcomers in the class though, Yamaha were pretty ecstatic, but they clearly wanted more.

The YZ637 that Andersson rode was a state of the art, full-factory machine and was the only one of its kind on the grid and if that wasn't enough the 1973 version was about to become even more factory.

When Torsten Hallman signed to Yamaha as a test/development rider, according to Andersson, 'he had already been doing a good job, but it was 1972 and it was the first year there, and it was completely different (to Husqvarna); they tried to be the best at once but it took a while, you know?'

Despite finishing second overall at the first attempt, there was just one GP win for Andersson, ironically at Husqvarna in



Sweden at what was the tenth round of the twelve- round series, but what happened next was about to change all of that, and history would be re-written in the process.

A man by the name of ...

Towards the end of 1969 a Belgian by the name of Lucien Tilkens had worked out that twin shock suspension units were flawed, but because no one else had seen what Tilkens had seen, it was business as usual.

Tilkens had worked out that with a single shock system, the overall balance of the bike would be improved by working more in harmony with the front end, as opposed to the short travel and rigid nature of the twin shock system. So, he took an old CZ and set about modifying a chassis that could incorporate a single shock absorber that ran under the seat diagonally. The shock he used was from a Citroen car!

When he'd finished the design, he contacted Sylvain Geboers who was then racing for Suzuki and asked if he would like to test the new system. Geboers was impressed by what he had just ridden and asked fellow Suzuki rider Roger De Coster to give his opinion on it as well. He was also blown away at how much faster they could cover the bumps and how it improved overall lap times.

Tilkens then adapted the mono-shock system to an old Suzuki

frame so that De Coster and Geboers could show the Suzuki technicians, but despite the increase in lap times, the 'techies' were still not convinced as to how it all worked. In fact, it had everybody baffled.

As it turned out, it was something of a lost opportunity for the yellow corner of Japan. Desperate to get his system 'out there' Tilkens then contacted Torsten Hallman and having seen the benefits himself, convinced Yamaha that this was the way forward. Yamaha bought the patent and got work under way immediately to make it lighter and more efficient. We could get lost trying to explain as Tilkens tried to explain to Suzuki the physics of the new system, but the simple reality was that the new design offered more than fifty percent extra travel at the rear wheel. That is why it worked! Whilst it was a no-brainer for Hallman, there was still plenty of work to be done.

Top secret

As Andersson was globetrotting racing the 250cc world championship, Yamaha was developing its new, state of the art race bike. The 1972 factory bike was already very impressive to say the least. Crankcases were Magnesium, the gears in the gearbox were all machined by hand, the engine was lightweight with the addition of Titanium parts where possible. Every nut and bolt was Titanium and the wheel hubs were

sand cast Magnesium; even wheel spacers were Titanium. The exhaust pipe was full factory and so too was the swingarm. The top triple clamp was sand cast Magnesium whilst the lower clamp was billet aluminium and they housed the 36mm hand-made forks. The airbox was fibreglass. This bike was special. The all-new single shock system was hand built and came with an aluminium shock body.

Other than a handful of people, nobody else knew that the Mono-shock even existed. It was so secretive and believe it or not, even Andersson had no clue either: 'No, it was not even discussed in the beginning! I didn't know anything. The first I knew about it was at the end of '72; that's when I first knew that something was going on. Torsten knew before me. He tested the mono shock first, before I did.'

Because the design was so radical, the single shock absorber ran underneath the seat and tank below the frame top tube. It was long, a little weird looking and it wasn't ideal but for a first-time effort it wasn't so bad, but it did the job it was supposed to do. However, the shock compromised the airbox by taking up too much space, and so a dual filter system was created to compensate the lack of airflow. The filter though was the least of Yamaha's problems; when it was time for Andersson to test it at the end of the '72 season, his first impressions were not that great:





'It was completely different, you know, I didn't believe in it from the beginning. When I first tested it I said 'it feels completely different' because it was always kicking me up at the back end, all the time, you know. The saddle would kick you up all the time. It was very hard, and there was no compression. It was a strange feeling when I first tested it.'

This was more down to experimentation of the shock absorber itself though as it operated on a spring, oil and nitrogen. The more nitrogen used in the shock, the harder the ride.

The power delivery on Andersson's bike was pretty torquey; he liked a hard-hitting bottom end but he also liked a good, wide, spread of power as well. In short, his bike was a rocket ship. Whilst the engine remained the same as his '72 bike, the chassis was new to accommodate the new Mono-shock, but no matter how many times he tested, he still took some convincing: 'It took a while to get everything fixed up but after three, four, five

months it became better.' In fact, so unsure was he about the new bike that when the 1973 season rolled around, Andersson refused to race it, choosing instead to race his twin shock bike at the first two rounds in Spain and Italy, much to the dismay of Yamaha and Torsten Hallman.

At the third round in Belgium at Wuustwezel, Andersson finally took to the track with the Mono-shock Yamaha YZ637 and along with his mechanic Eije Skarin, Hallman and the two Japanese technicians, who attended every GP, placed second in race one behind Heikki Mikkola. He then won the second race and the overall and shockwaves were sent through the motocross fraternity. His lap times on the whole were around two seconds per lap quicker than his rivals and he backed up his victory by winning the following two GP's with double moto victories in Switzerland and Poland.

Another double moto-win at round eight secured Andersson and Yamaha the world champi-

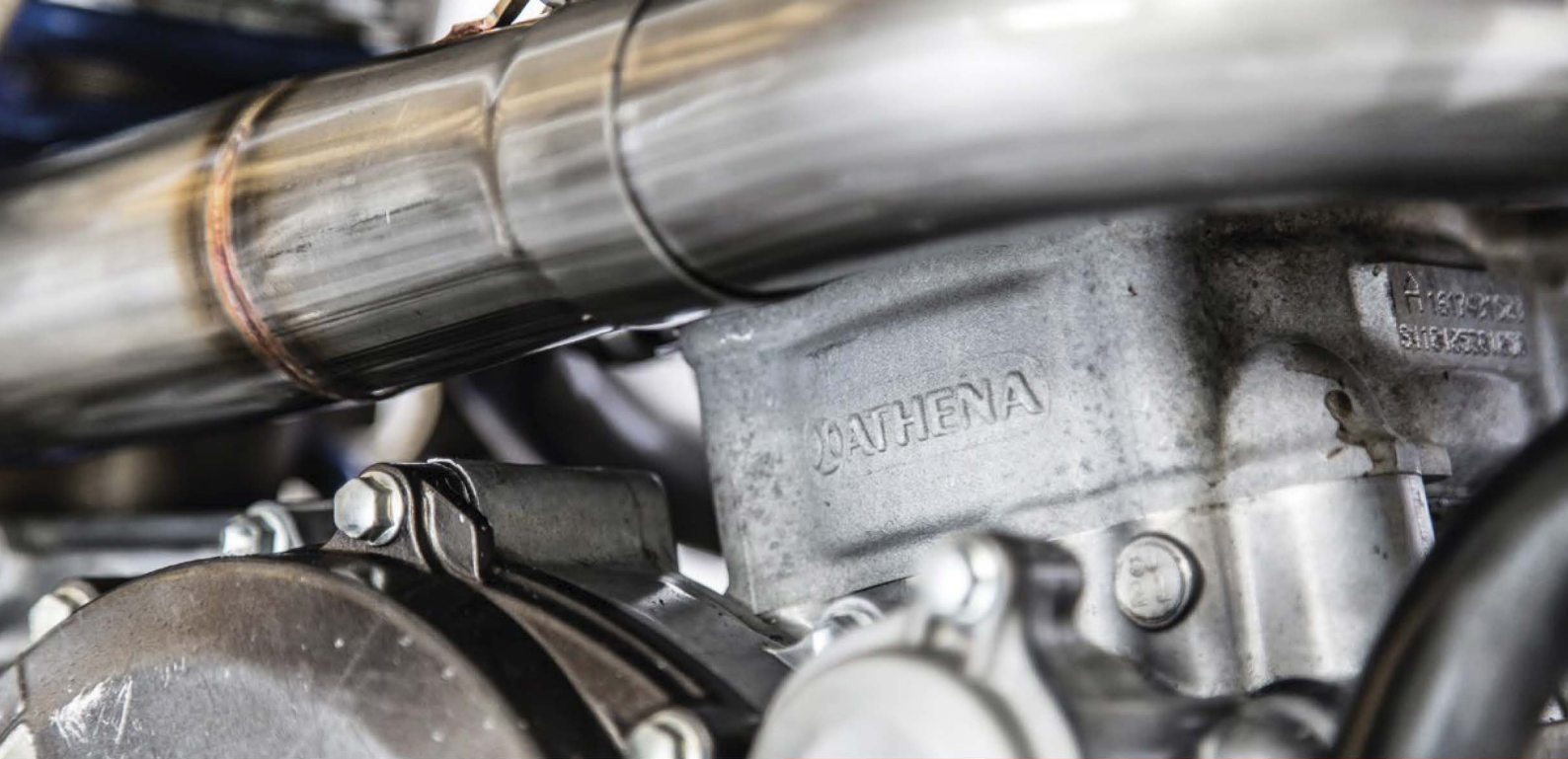
onship title, with three rounds to go. The YZ637 had just made history as the first ever long travel suspension bike to win a world championship and changed motorcycle design and therefore, the future of motocross forever, a fact that is not lost on Andersson: 'Yes. That was a big step in motocross history, one of the biggest ever. The long-travel suspension!'

There was just one mechanical DNF when his frame broke at round six at Orehova Vas in the former Yugoslavia, now Slovenia, but during that historic season, Håkan Andersson took eleven race wins out of twenty-four, scored double moto victories on four occasions and took five overall GP wins. He won the title with three rounds to go at Hyvinkää in Finland.

\*Special thanks to Terry Good for his comprehensive archive notes

\*Thanks also to Håkan Andersson for his words





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# QUESTIONS TO THE EDITOR

Dear MXGP,  
How can I purchase the 2018 MXGP-TV Package?

**Thanks,**  
**Mark**

**Dear Mark,**

The 2018 MXGP-TV Package is online and available for purchase with a special discount at this link: <https://tickets.mxgp-tv.com/2396-mxgp-tv/en/>

**Best Regards**  
**MXGP**

Hi MXGP,  
When will the tickets for the MXGP in RedSand be available?

**Thanks,**  
**Ruben**

**Hi Ruben**

The calendar has just gone out. Most of the tickets shops will be out before Christmas time. Stay tuned on MXGP.com and MXGP Facebook Page for all further news.

**Regards**  
**MXGP**

Hi MXGP,  
Can you give me more details on the venue chosen for the MXGP of Turkey?

**Thanks,**  
**Aiko**

**Hi Aiko**

Thank you for the interest. You can follow this link where you'll be able to find all basic details on the venue and how to reach it:

<http://www.mxgp.com/tracks/afyon>

**Regards**  
**MXGP**

Hi MXGP,  
I'm trying to find the date for the British MXGP 2018, what date are there so I can book it off for work?

**Thanks,**  
**Ricky**

**Hi Ricky**

thanks for the message, the official calendar is available on MXGP.com, see you in Great Britain!

**Regards**  
**MXGP**

Hi MXGP,  
Will there be a round in Portugal next year?

**Thanks,**  
**Diego**

**Hi Diego**

Hi, Diego, we are happy to say that we will return to Portugal on April 15th, 2018! You can find the full 2018 calendar here <http://www.mxgp.com/calendar>

**Regards**  
**MXGP**





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